

# AVIATION

*The Oldest American Aeronautical Magazine*

NOVEMBER 23, 1925

Issued Weekly

PRICE 10 CENTS



Colonel Mitchell Pleads: "Not Guilty"

Wide World Photo

VOLUME  
XIX

## SPECIAL FEATURES

NUMBER  
21

FLIGHT TESTING AT McCOOK FIELD  
WORLD SURVEY OF COMMERCIAL AVIATION  
THE COURT MARTIAL OF COL. WILLIAM MITCHELL

GARDNER PUBLISHING CO., Inc.  
HIGHLAND, N. Y.  
225 FOURTH AVENUE, NEW YORK

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## Ten Years of Packard Pioneering in Aircraft Motor Development 1915-1925



*This Packard Model 1A-2500, the Huff-Daland bomber, won the Detroit News Trophy for the best biplane in the world in 1925.*

## Power —

### Packard powered Huff-Daland bomber wins Detroit News Trophy

WHEN Lieutenant E. E. Harmon of the Army piloted his Huff-Daland bomber across the finish line in victory in the race for The Detroit News Air Transport Trophy—he demonstrated conclusively the leadership of Packard Aircraft Motors from the standpoint of power.

Powered by a single Packard Model 1A-2500, the Huff-Daland easily outperformed its competitors in a representative field of large capacity planes including both single-engine and two-engine bombers of several types, transport planes, torpedo planes and three-engine planes.

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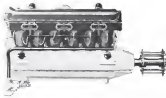
Abundant power with light weight, as well as endurance and assured performance, made possible this new victory for Packard.

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### The Winning Motor

The Packard Model 1A-2500 has a bore of 5 1/2", a stroke of 4 1/2", and a displacement of 2410 cu. in. Its weight is only 400 lbs. and develops 160 B.H.P. at 2000 r.p.m. — a weight of but 1.4 lbs. per effective horsepower. The engine of the winning Huff-Daland was rated approximately 160 B.H.P. at 2000 r.p.m. and its top R.P.M. is an engine speed of over 2000 R.P.M.



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Most of you do not want to be shot through the air in a Pultney entry at ocean ball speed, but right at this moment the air service has been developed in the power whose year lesson which go by air are safer and three times faster than if they went by the regular registered mail.

Since 1908, when Glenn Curtiss won the Scientific American Trophy for the first previously announced public flight ever achieved in the United States, in each department of aeronautics in which attention has been devoted, the Curtiss organization has surpassed all competitors.

These tests have made possible the finest fighting planes in the world. They have not only produced in Curtiss some of the greatest power and strength for weight, but they mark the greatest advances in aeronautical engineering, whether it be the spurs wing, the wing surface, the metal propeller, or the best of motor improvements, all outstanding examples of Curtiss creative activity.

The net result is a commercial plane of thoroughbred strain, low selling price, and high performance.

America stands today on the very threshold of commercial flying. Your business letter of undelivered length, sent this afternoon, can be delivered in Chicago by air well before breakfast tomorrow, for less than you can send a fifty word night message. Curtiss now offers two commercial machines—The Curtiss Pultney, selected by the National Air Transport for its trade lines—the Lark, a smaller machine suitable for freer lines and other commercial uses.

With these models as a nucleus, the Curtiss organization will do for commercial aviation what it has already done for National Defense.

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GARDEN CITY, N. Y. BUFFALO, N. Y.



NOVEMBER 23, 1925

## AVIATION

VOL. XIX NO. 21

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VOL. XIX

NOVEMBER 23, 1925

No. 21

### What to Look For

**T**HIS effect, to date, of the changes made by the En-Gro-Mall has been inconsequential when the future possibilities are considered. To get a clear idea of what may come, the items that have been in action during the past year must be examined. These may be grouped into four distinct effects all of which are to reach a focal point on December first when Congress reconvenes.

The Cory Bill was one of the actions passed which set the controversy for a compromise of the government was developed. The sub-committee which conducted the hearings, issued a set of bills and one for a Department of Aeronautics that may serve as a compass to look back. As this bill is sure to be introduced in a modified form, this may be recognized as one of the battle fields of the next Congressional session.

Then the Empson Committee has to be heard from, when it presents its recommendations to Congress. The so-called values of testimony that represent its intent have not yet been the basis of a report. The political divisions at the personal of this group as well as the strong opinions of some of its members, such as those of Congressman Ford who is serving as En-Gro-Mall's Counsel, will prevent the report from being a matter of course. While some have been inclined to the belief that it would follow closely the recommendations of the President's Air Board, there are equally well informed opinions expressed that the committee may use a new opportunity to make an independent and thorough discussion.

The Air Board appointed by President Coolidge will undoubtedly dominate the Administration's current policy. Its membership was so representative of all interests involved in the present discussion that too much credit can be expected from its findings. The best that can be hoped for from it are recommendations which will improve the existing service. Perhaps a champion for aviation in the guise of a new or revised secretary or, as development of the corps idea, separate positions into and a recommendation for larger appropriations for new equipment, will be the net outcome. By no means, any proposal made by the Air Board may be expected as the final line minimum that may be expected from Congress. With the Republican majority in both Houses, and with the President's endorsement, there is little doubt that the recommendations of this special board will be adopted.

But there is a fourth element which is not so easily analyzed, and that is the effect of the testimony that will be brought out at the Mitchell Court-Martial. It is possible that within the public, and the members of both Houses, whoever that the Air Board did not extract from the same witnesses, or reliable facts as the counsel for En-Gro-Mall. Mitchell, there may develop a situation that may demand many more radical changes than any of the formal reports recommend.

The whole country, and thoughtful people all over the world, are following the trial with a greater interest than any military court martial since the Dreyfus case. What influence such against may exert, it is too early to predict, but those who wish to watch all the important elements in the situation will have to keep well in mind the fact that have been mentioned.

### A Successful Air Line

**O**NE OF these notable achievements is evidenced by the success of America which is now little or, undoubtedly, the record of the Los Angeles-San Diego Airline. It is reported that this service, during the seven months past, has covered no less than 71,000 passenger miles, without a serious delay or mishap of any kind. The services commenced on March 1, and if reports are correct, the Southern line paid its way.

### N.A.A. Campaigns for Atlantic Coast Airline

**T**HE NATIONAL Aeronautics Association met on a general session on Nov. 1, 1925, that gave the impression that it was interesting capital in a special air transport company. It had no failure.

"The National Aeronautics Association is starting a campaign for an air mail, freight and passenger route along the Atlantic and Gulf coasts, comprising steps at least thirty cities. It is trying to interest important capitalists in this matter and likewise correspondence from the Chambers of Commerce as other civic organizations in cities along the Atlantic or Gulf coasts."

As this appeared at the first meeting, to indicate that the N.A.A. was to assist private companies in air transport, an inquiry was addressed to Geoffrey K. Clark, President of the N.A.A. He replied as follows:

"The first step in securing air routes along the Atlantic coast and along our Gulf coast is to get reliable data as to the probable air mail that might result. The second, and most important step of all, is to create sufficient interest in the construction of airports, for the construction under the Kelly bill, must often be contract airports. As a means to build these into a very active and strong local chapter of the N.A.A. is a feasible plan for keeping alive and increasing the local interest until the demand is accomplished."

Such a report to "important capitalists" in a particular section of the country, has the appearance of publicity. If the N.A.A., as it is in the promotion of air mail and the establishing of airports, a national campaign should be suggested. It was, however, at one time clearly stated that the N.A.A., would have nothing to do with commercial ventures.

Encouraging the starting of municipal airports is, of course, a part of the work of a national association, but interesting capitalists to start airports which are commercial ventures to aid air transport companies, is a very different sort of promotional work.













### The British Lightplane Competition for 1936

Extensive arrangements have recently been made for the conditions for the British lightplane competition for 1936 and, in view of American interests in this direction, the following details are of interest, since they give an idea of the design arrived at in developing this distinctive aircraft.

The Competition is open to new airplanes, the weight of the engine of which does not exceed 139 lb. The weight of the engine, including, exhausts and induction system, complete engine mount, fuel tank and fuel delivery, exhaust pipe (if any) and radiator, pipes and water (if any).

The airplane must be a two-seater fitted with dual controls, and an emergency indicator must be visible from either seat.

The heads of the pilot and passenger must not be obscured. The seating and controls must be capable of accommodating a normal person of six feet height, and a cockpit width of not less than 24 in. must be provided for both pilot and passenger.

The top of the control column should be free to move in a fore and aft direction through a distance of not less than 15 in. The distance between the seats of the pilot and the passenger must not exceed 60 in.

The load to be carried, exclusive of fuel and oil, must be made up to 300 lb. This includes the weight of the pilot and passenger. If there is no passenger, the balance of the total weight required must be carried in the spare seat.

The carrying of a passenger is optional except in the Elementary "D" in which case it is not permitted.

#### Eliminating Tests

The following Elementary A, B, C and D must be carried out in the order and used in accordance with the instructions of the officials before taking part in the competition proper.

At the start of the competition, the pilot of the airplane must be provided with a check list, covering 15 test items in 15 minutes. The pilot is to perform 10 of the 15 test items in 10 minutes. The pilot is to perform 5 of the 15 test items in 5 minutes. The pilot is to perform 10 of the 15 test items in 10 minutes. The pilot is to perform 5 of the 15 test items in 5 minutes.

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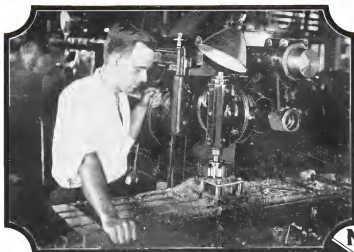
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To maintain leadership in the art, it is necessary for The Glenn L. Martin Company not only to keep its present uniquely complete facilities up to the highest mark but to develop and perfect new equipment. Stop-gap methods and makeshift equipment are never tolerated.

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